

King County
METRO

***Mobility Framework Equity Cabinet
Meeting 5 – July 15, 2019***

Transit Mobility Framework and Regional Planning Project

Travel Trends and Best Practices Update

July 15, 2019



MOVING FROM GUIDING PRINCIPLES TO RECOMMENDATIONS

Draft Guiding Principles

1 Invest where needs are greatest	2 Address climate crisis & environmental justice	3 Innovate equitably & sustainably	4 Ensure safety
5 Encourage dense, affordable housing near transit	6 Improve access to mobility	7 Provide fast, reliable, integrated mobility services	8 Support our workforce
	9 Align our investments with equity, sustainability, and financial responsibility	10 Engage deliberately & transparently	

Best Practice Theme Areas

Investments <i>Metro's financial support for transit service, new mobility, fares, capital</i>	Surrounding Land Use <i>Support for dense, mixed-use neighborhoods near transit, affordable housing, better access to transit</i>	Innovation <i>Metro's role in regional, integrated network (new technology and services) + role with private providers</i>	Workforce <i>Metro's role with Metro & contractor employees + influence on treatment of private providers' workforce</i>	Engagement <i>Metro's policies for how it engages with the community regarding mobility investments</i>
GUIDING PRINCIPLES*	GUIDING PRINCIPLES	GUIDING PRINCIPLES	GUIDING PRINCIPLES	GUIDING PRINCIPLES
1, 4, 9	2, 5, 6	3, 7	8	10

MOBILITY ASSESSMENT & TRAVEL TRENDS

Purpose: To provide additional information focused on accessibility and travel trends to help frame recommendations and generate discussion on how service should be measured and evaluated

Outline:

Topic Area: Investments

Topic Area: Surrounding Land Use

Topic Area: Innovation

Primary Guiding Principle Related to Travel Trends:

“Invest where needs are greatest”

- Where and when is transit service needed?
- What types of services would best meet those needs?
- What’s the right mix of traditional and innovative mobility services?
- How can Metro adjust its Service Guidelines to address these needs?

Topic Area: Investments

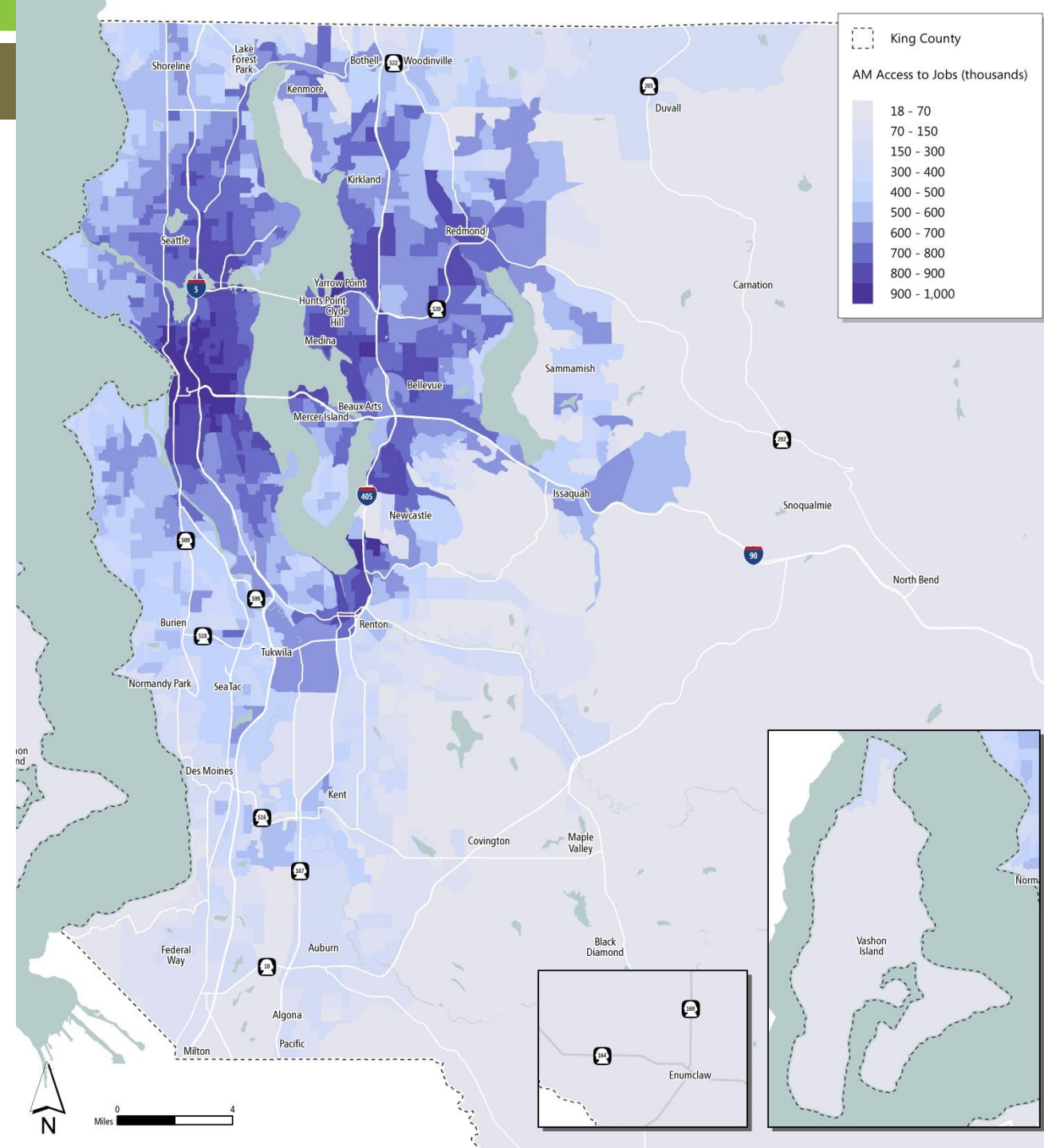
There are many ways to measure need, including with the following input variables:

- Accessibility on transit to jobs during AM, midday, and evening periods
- Accessibility to other services (schools, medical, social, etc.)
- Demographics, such as low/no-income households, persons with disabilities, immigrants and refugees, limited-English speaking communities, and people of color and indigenous people
- Population density
- Vehicle ownership
- Transit use

- The following maps convey a variety of travel and demographic input variables that help measure how service is provided and used today
- The combined metrics are summarized in two example “accessibility composites” to highlight different ways to measure “need”

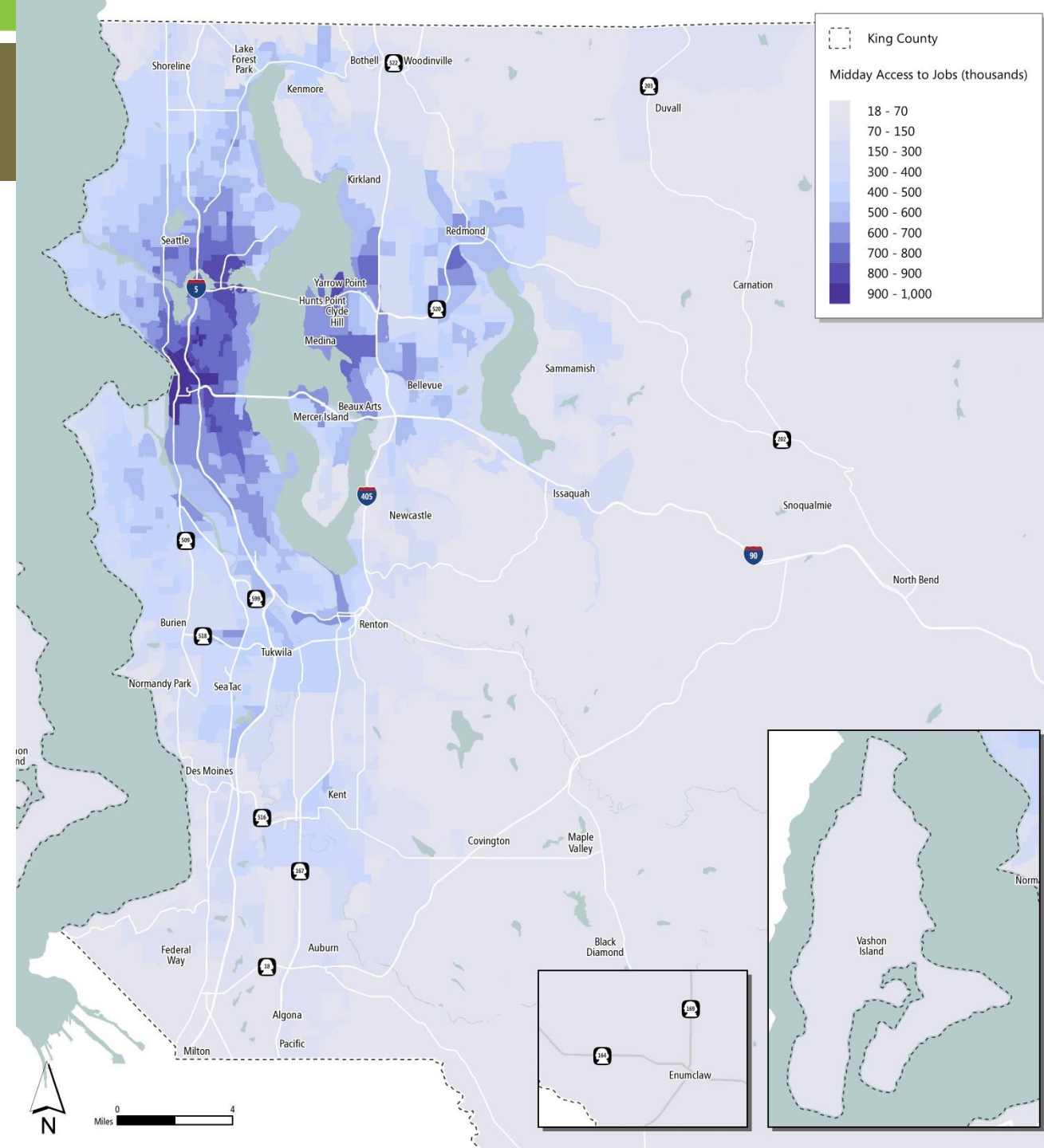
Input: AM Job Access by Transit

- North and East King County have good access compared to South and Southeast King County



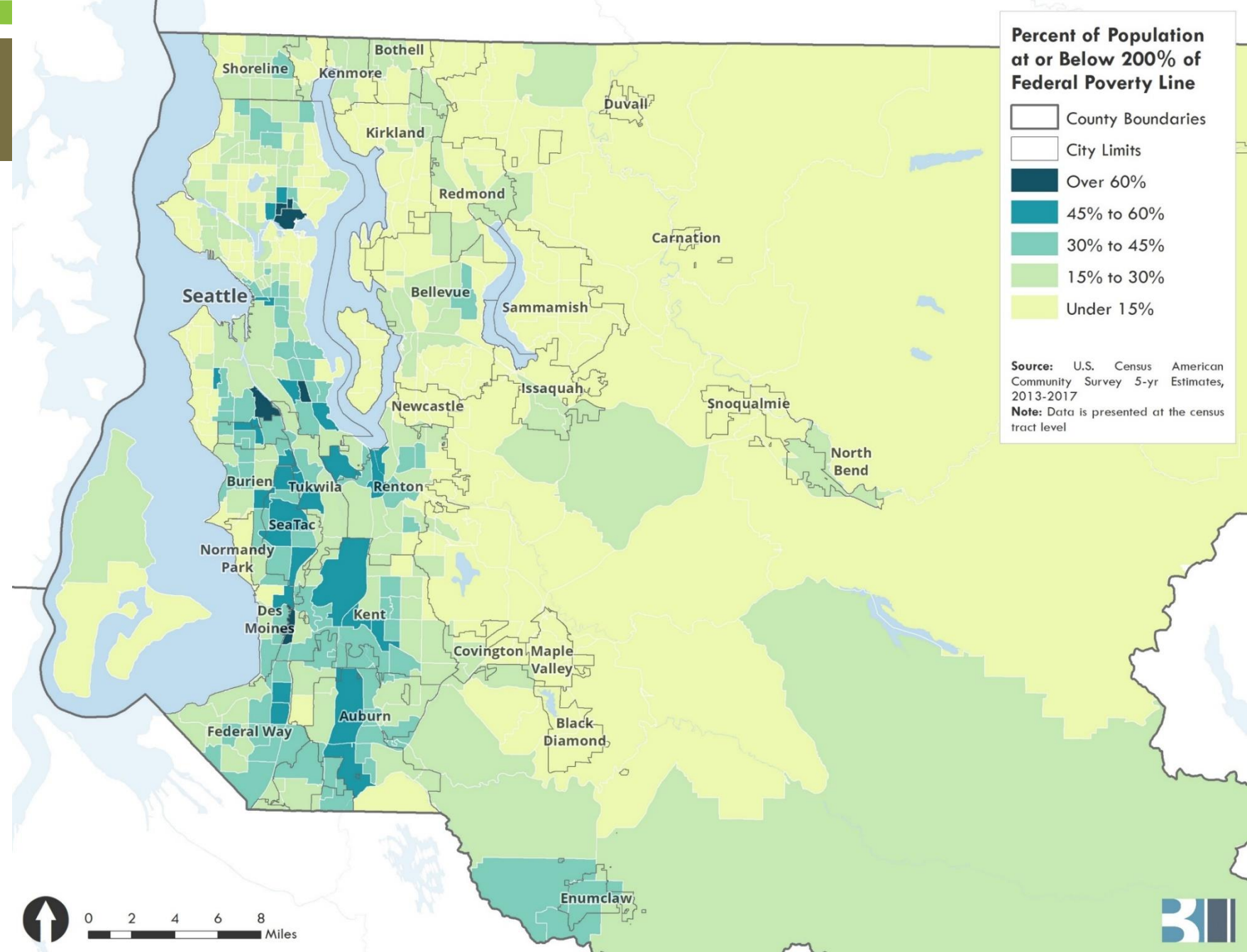
Input: Midday Job Access by Transit

- The best access is concentrated around major job centers because of reduced frequency and service during the midday



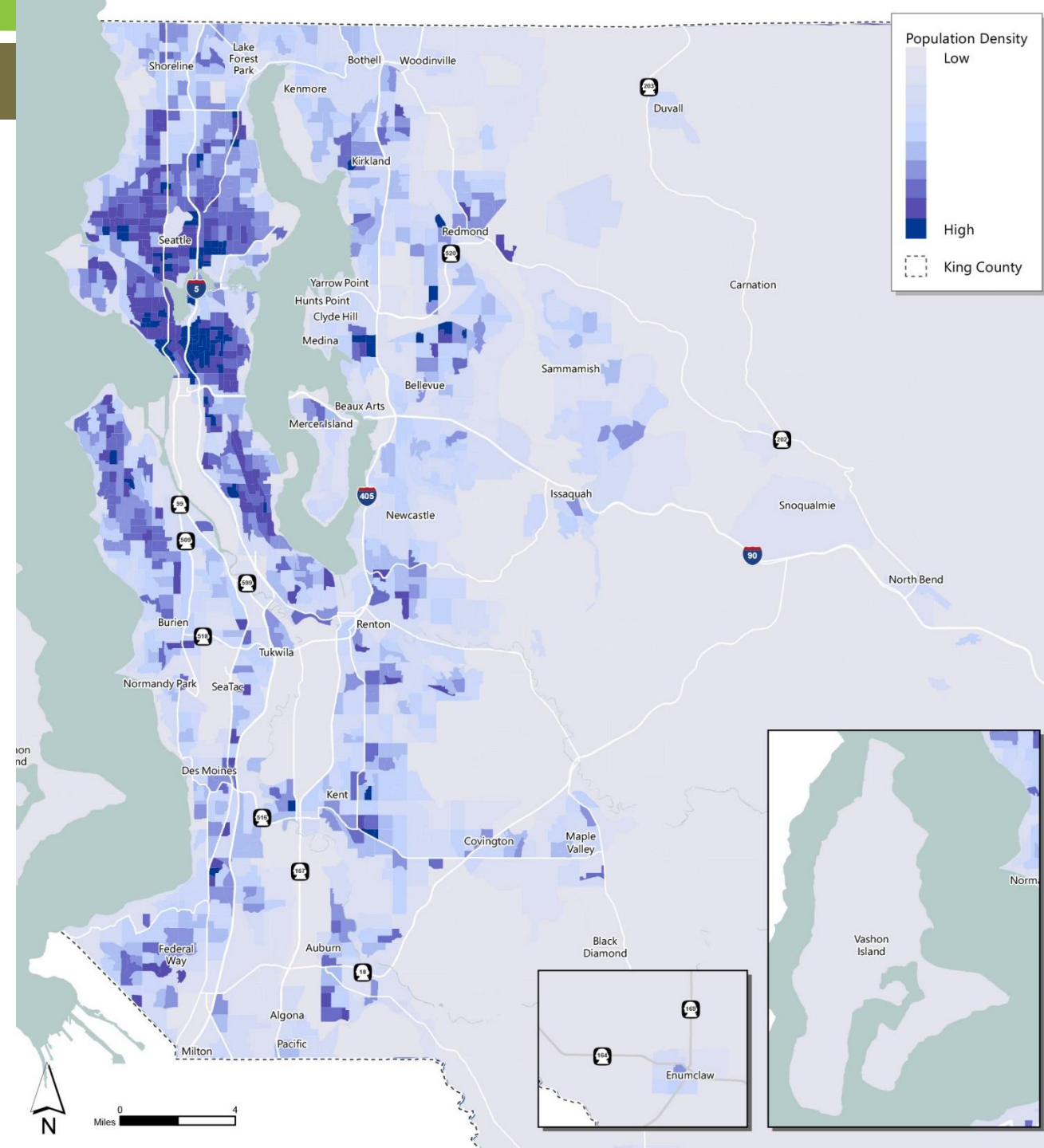
Input: Low and No-Income Populations

- Generally concentrated in South King County
- 22% of the population



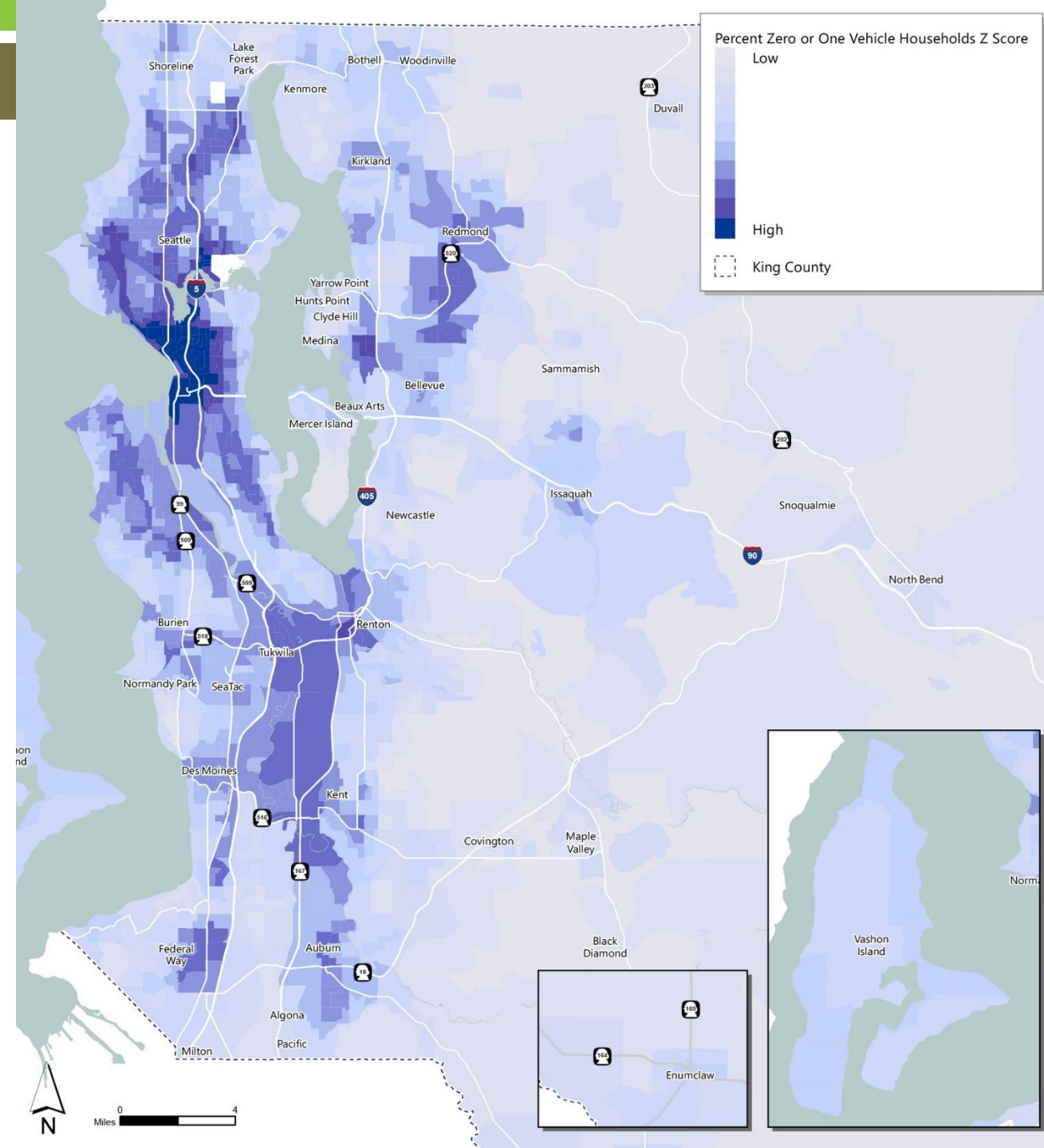
Input: Population Density

- Population density is generally highest in Seattle, with areas of higher density in specific areas of other communities throughout King County



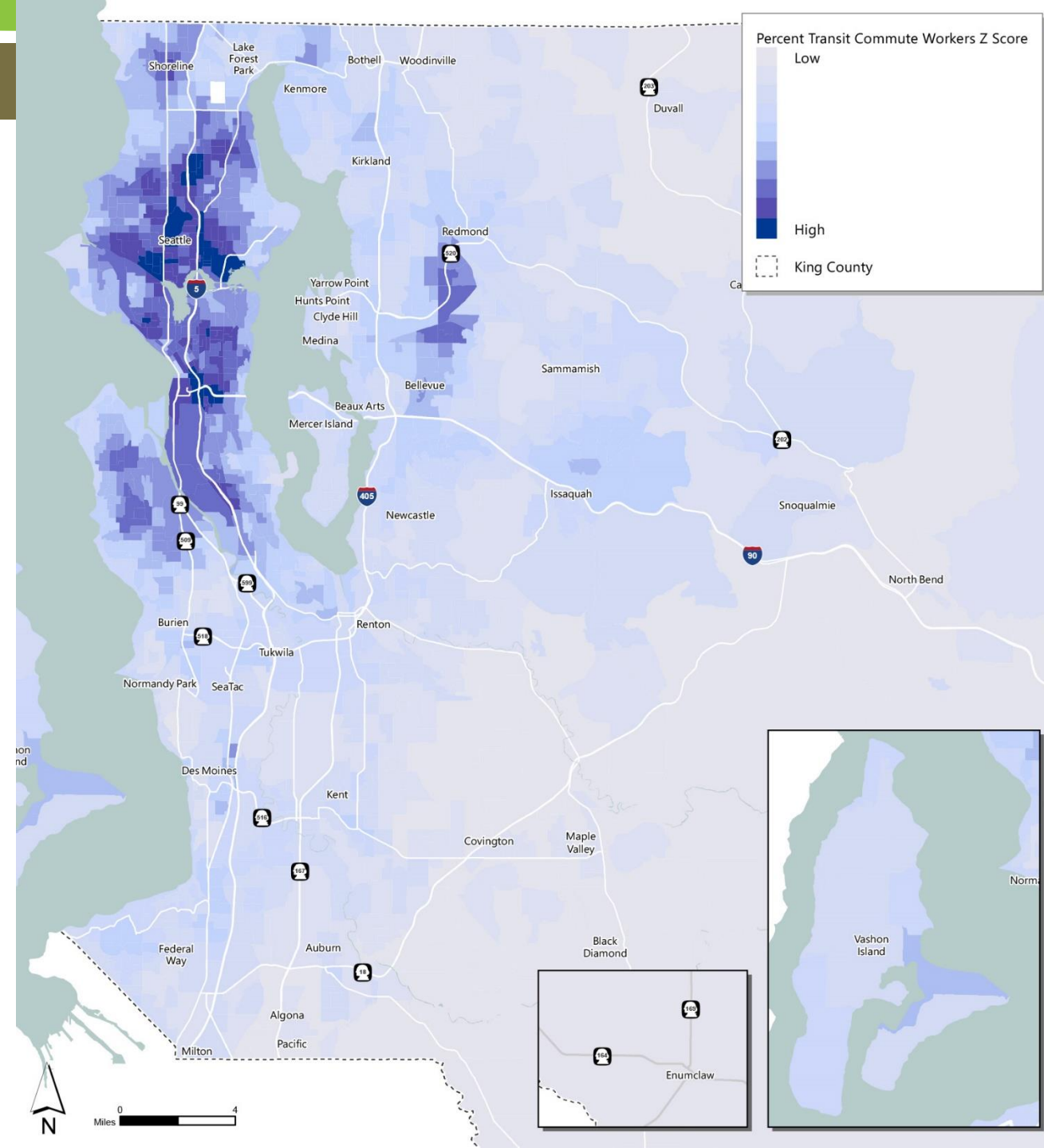
Input: Vehicle Ownership

- High concentration of low vehicle ownership in neighborhoods near Downtown Seattle
- Other areas throughout the County have low vehicle ownership



Input: Transit Mode Share for Work

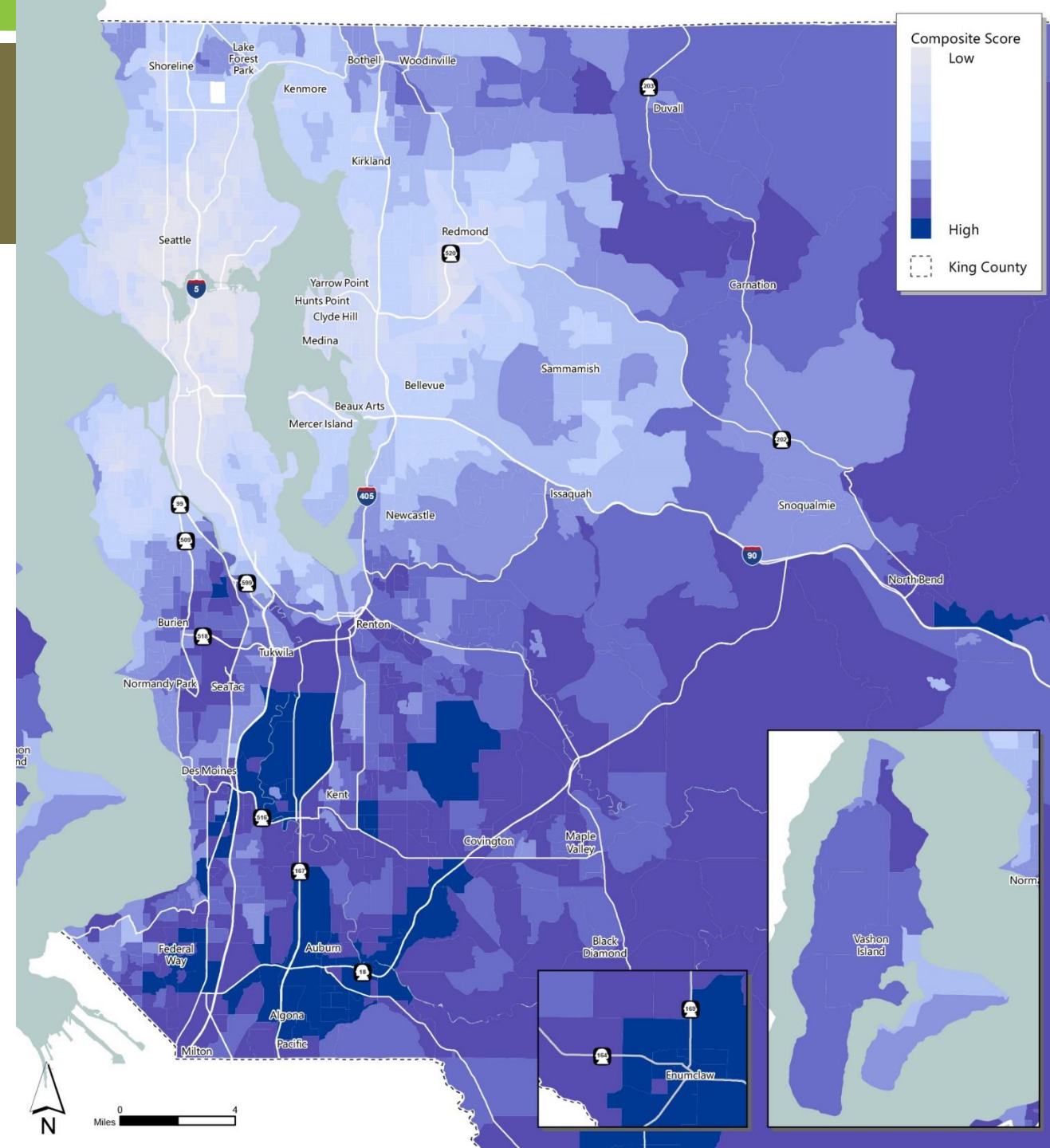
- Transit mode share is highest in North King County



Accessibility Composite 1: Addressing Areas with Low Transit Use

Combined inputs that highlight
areas with:

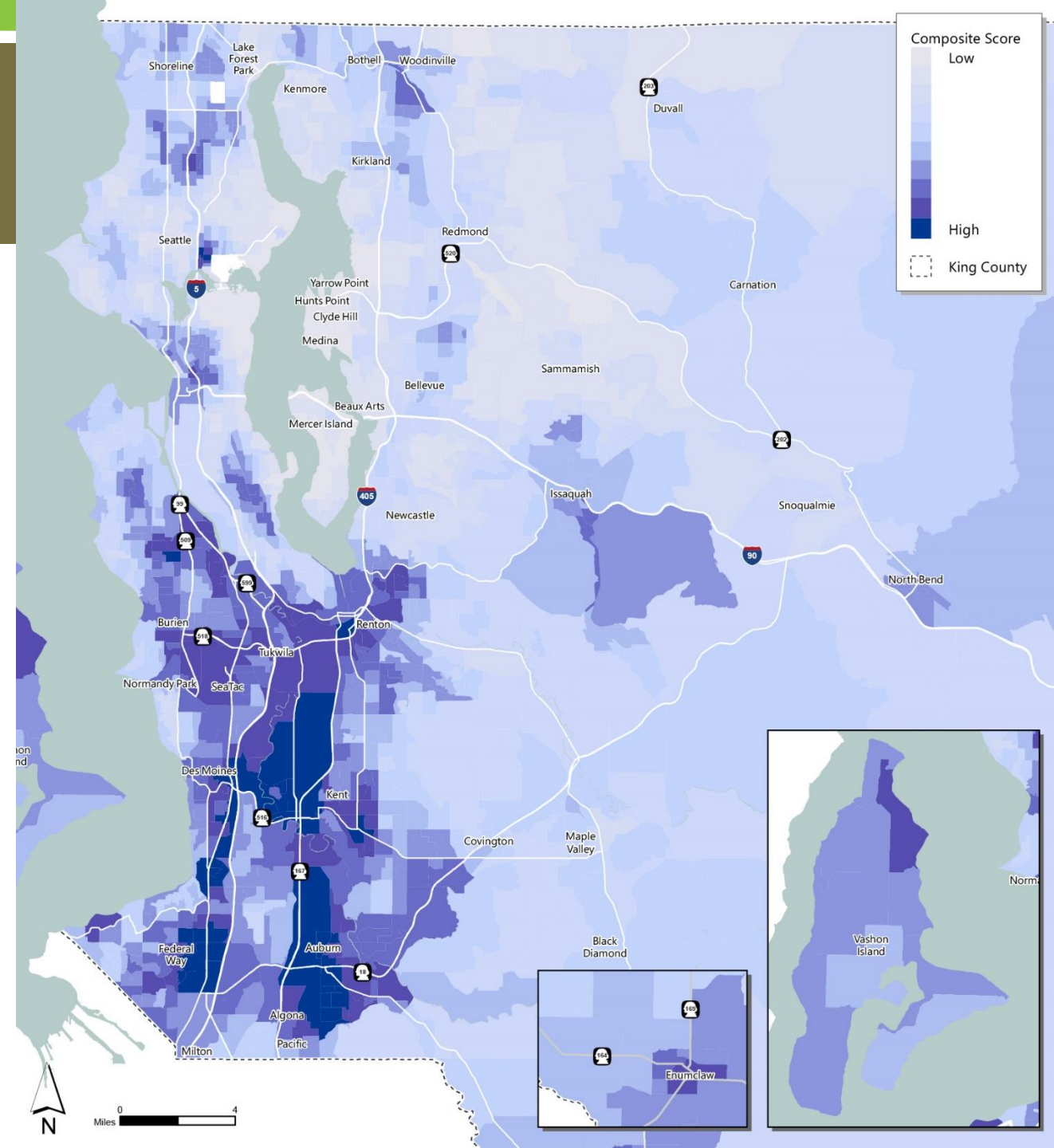
- High proportion of no/low-income households
- Low midday job access via transit
- Low transit mode share



Accessibility Composite 2: Addressing Areas with High Need for Transit

Combined inputs that highlight
areas with:

- High proportion of no/low-income households
- Low midday job access via transit
- **Low vehicle ownership**



- What are other considerations to measure transit service needs?
- How should different variables be included and prioritized?
- What are the trade-offs for including or not including certain variables in measuring how Metro allocates service?
- What is the right balance of complexity versus simplicity in measuring needs?

Topic Area: Surrounding Land Use

Key Findings with Additional Travel Trend Analysis:

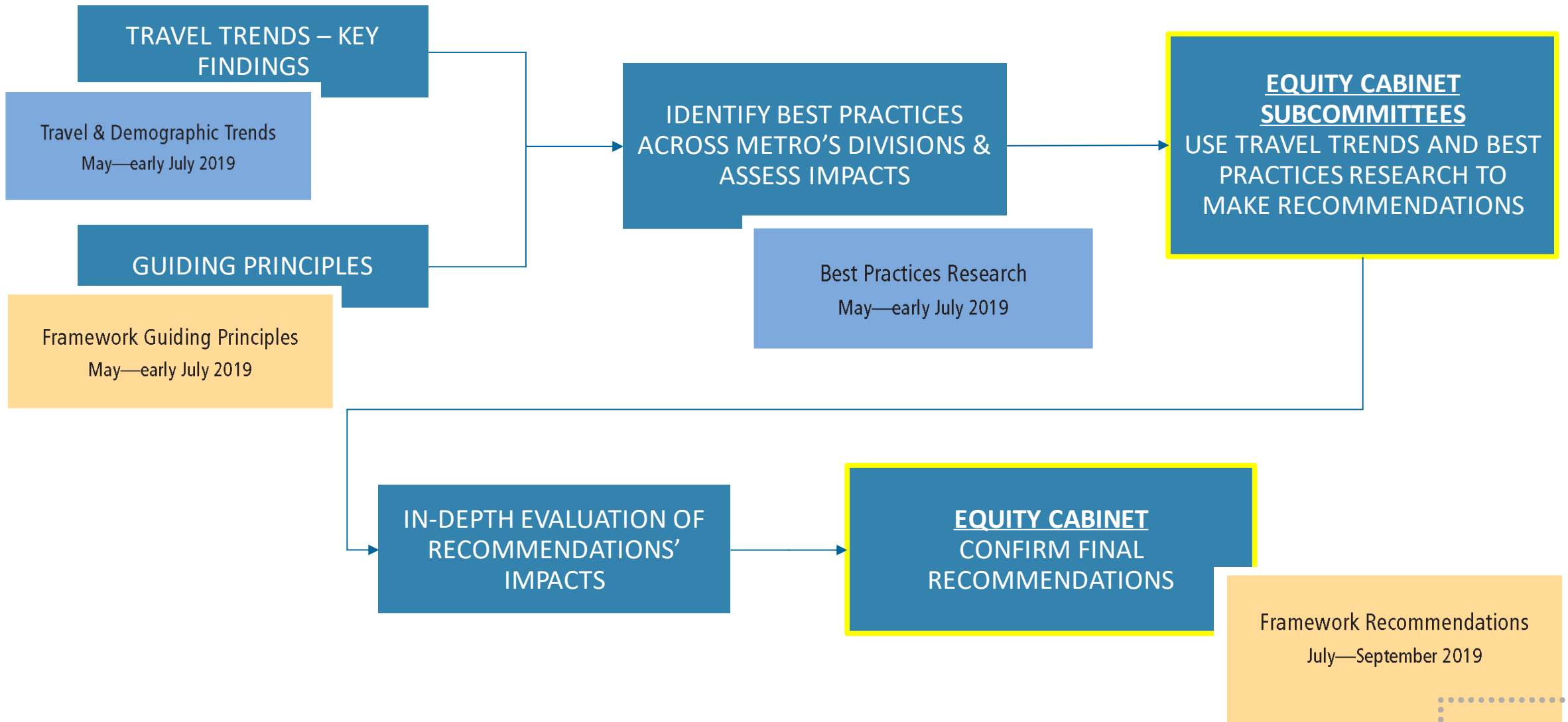
- Areas with higher population density generally have **more transit** service provided and **higher transit use**
- There **isn't a clear relationship** between income, race/ethnicity and population density
- Low/no-income households in general **own fewer vehicles** than higher income households
- Work trip distances by car **have increased** over time
- Low or no-income households use transit **more during the midday** than higher income households for all trip purposes

Questions to be addressed moving forward:

- What role do ride-hailing services play in the current picture of mobility? Are there times-of-day or locations when their influence can be considered an 'outlier'?
- Are the areas of the County with a high need for accessibility via transit that are not conducive to fixed-route service and may be better served with alternative services?
- What is the contribution to congestion and Vehicle Miles Traveled (VMT) of ride-hailing services?
- How are new mobility products changing the expectations of existing and potential transit riders?

BEST PRACTICES

CENTERING EQUITY AND SUSTAINABILITY IN METRO'S POLICIES



FROM GUIDING PRINCIPLES TO BEST PRACTICES



Guiding Principles

- Invest where needs are greatest
- Ensure safety
- Align our investments with equity, sustainability, and financial responsibility



Themes

- Investments
Metro's financial support for transit service, new mobility, fares, capital



Key Equity Cabinet Questions

- Where and when is transit service needed? Where do the greatest gaps exist?
- What types of services, related improvements, and rider programs could best meet people's needs?



Research Questions

- What types of services, capital investments, or rider programs are agencies using to meet a broader set of traveler needs?
- Are there transit agencies actively investing—whether service or capital—in traditionally underserved or underrepresented communities?



BEST PRACTICES



IMPACT SCORE

Potential of best practice to make mobility in King County more equitable and/or sustainable



Mobility Equity Outcomes

For low- and no-income people, people of color and indigenous people, immigrants and refugees, people with disabilities, and limited-English speaking communities



Emissions and Vehicle Trips

Emissions from single occupancy and high emissions vehicle trips

Less Impact

Greater Impact



LOW



**Limited
Improvements**



**Low
Reduction**



MEDIUM



**Moderate
Improvements**



**Moderate
Reduction**



HIGH



**Meaningful
Improvements**



**Meaningful
Reduction**

THEME 1: INVESTMENTS*

Metro's financial support for transit service, new mobility, fares, capital



Guiding Principles

- Invest where needs are greatest
- Ensure safety
- Align our investments with equity, sustainability, and financial responsibility



Research Questions

1. What types of services, capital investments, or rider programs are agencies using to meet a broader set of traveler needs?
2. Are there transit agencies actively investing—whether service or capital—in traditionally underserved or underrepresented communities?
3. Who is using prioritization or investment frameworks that express their values through their budgets?

*See handout for additional details

INVESTMENTS BEST PRACTICE EXAMPLES

Metro's financial support for transit service, new mobility, fares, capital

Potential Best Practices*	Impact
Measure M Transportation Funding Ordinance (Los Angeles, CA)	✓✓✓
Massachusetts Bay Transportation Authority (MBTA) Late Night Bus Service (Boston, MA)	✓✓✓
Los Angeles Department of Transportation DASH Free Student Fares Pilot (Los Angeles, CA)	✓✓
Orange County Transportation Authority Safe Transit Stops Grant Program (Orange County, CA)	✓
Utah Transit Authority Fare Policy (Salt Lake City, UT)	✓✓
Metro Transit Equity Approach for Transit Shelters (Minneapolis-St. Paul, MN)	✓✓
Oakland Department of Transportation Goal-Aligned Budgeting Process (Oakland, CA)	✓✓✓
Portland Bureau of Transportation 2035 Transportation System Plan Evaluation Criteria (Portland, OR)	✓✓✓

*See handout for additional details



High Impact



Medium Impact



Low Impact

INVESTMENTS BEST PRACTICE

Oakland Department of Transportation Budget (Oakland, CA)

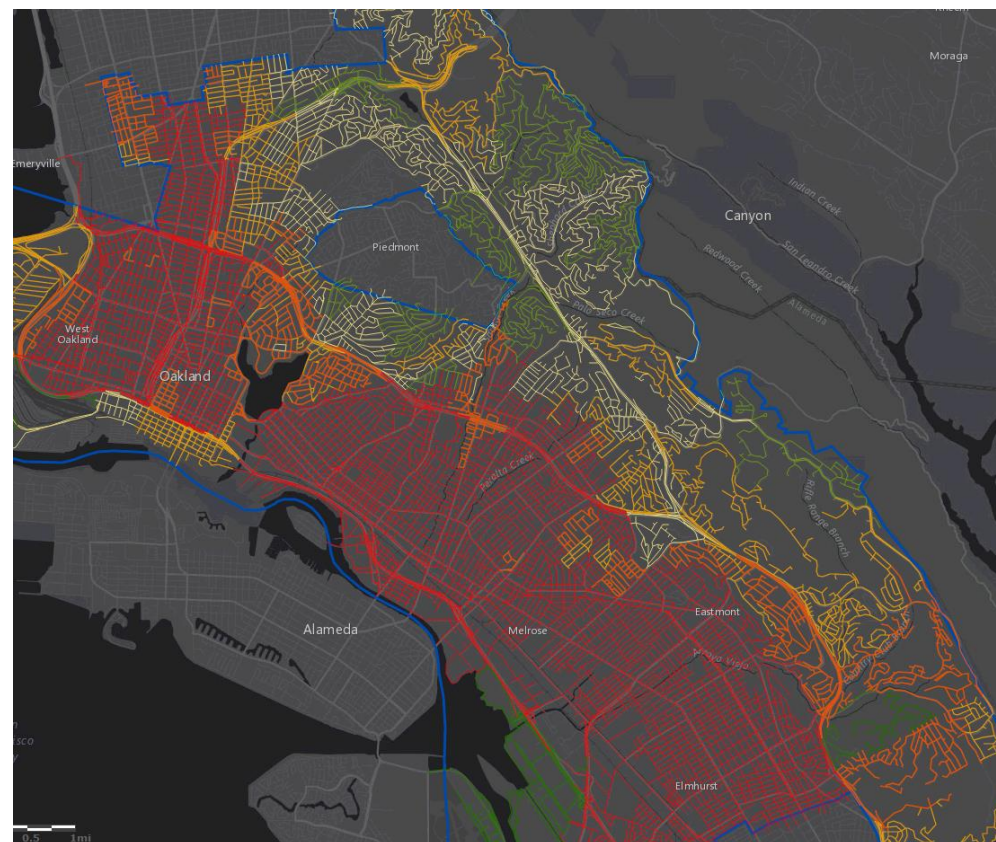
Equity Cabinet question: What does it mean to use resources in a way that is aligned with our values?

Description

- Department's equity framework prioritizes communities of color, household income, and other social indicators in budgeting process
- Scorecard for capital projects identifies projects that address disparities across multiple areas

Impact

- 3-year paving plan prioritizes funding for neighborhoods that have highest percentage of poor roads and highest percentage of underserved residents
- OAK311 prioritizes repairs in traditionally underserved areas



OAK311 aggregated equity score used for project prioritization

THEME 2: SURROUNDING LAND USE*

Support for dense, mixed-use neighborhoods near transit, affordable housing, better access to transit



Guiding Principles

- Address climate crisis and environmental justice
- Encourage dense, affordable housing near transit
- Improve access to mobility



Research Questions

1. How are transit agencies partnering with cities to incentivize/encourage transit-supportive development?
2. What agencies are working closely with cities to build affordability and measures to avoid displacement into transit/mobility projects or Transit Oriented Development/Communities?
3. Which transit agencies have strong access to transit guidelines, especially those that help agencies encourage jurisdictions to make investments?
4. How are agencies and cities working together to make the right-of-way more supportive for transit? How can an agency encourage a city to make the investment it needs?

*See handout for additional details

SURROUNDING LAND USE BEST PRACTICE EXAMPLES

Support for dense, mixed-use neighborhoods near transit, affordable housing, better access to transit

Potential Best Practices*	Impact
California Senate Bill 375 Sustainable Communities Strategy and Greenhouse Gas Reduction Targets (CA)	✓✓✓
City and County of Honolulu Transit Oriented Development Special District Guidelines (Honolulu, HI)	✓✓
New Orleans Regional Transportation Authority Strategic Mobility Plan (New Orleans, LA)	✓
Transit Oriented Denver (Denver, CO)	✓✓✓
TransLink Transit-Oriented Communities (Vancouver, BC)	✓✓✓
Portland Metro Transit Oriented Development Program and Strategic Plan (Portland, OR)	✓✓✓
BART Station Access Guidelines (San Francisco Bay Area, CA)	✓✓
LA Metro Transit-Oriented Communities (Los Angeles, CA)	✓✓✓
San Francisco's Transit-First Policy (San Francisco, CA)	✓✓✓

*See handout for additional details



High Impact



Medium Impact



Low Impact

SURROUNDING LAND USE BEST PRACTICE

Denver Regional Transit Oriented Development Fund (Denver, CO)

Equity Cabinet question: How can Metro support the efforts of community-based organizations and other efforts to develop dense, affordable housing?

Description

- City of Denver, Enterprise Bank, and other partners created a fund to allow affordable housing and community developers to buy transit-accessible properties for preservation or future development
- Goal to preserve or build new affordable housing and mixed uses near transit

Impact

- Fund has made 15 loans, totaling \$24.7 million to buy land near public transit in the Denver Metro area
- Created a pipeline of 1,300 affordable homes, a new public library, and over 100,000 square feet of commercial and non-profit space near public transit



Mariposa Affordable Transit Oriented Development, Denver, CO

THEME 3: INNOVATION*

Metro's role in regional, integrated network (new technology and services) and role with private providers



Guiding Principles

- Innovate equitably and sustainably
- Provide fast, reliable, integrated mobility services



Research Questions

1. What agencies or cities are partnering effectively (or at least trying) with new mobility companies and services?
2. How are agencies or cities managing and shaping innovation through the levers they can control? How does government direct what private companies do versus sit in a reactive position?
3. What agencies are doing a great job of integrating transit and other services? Who is really thinking about mobility holistically?
4. How are transit agencies (and cities) preparing for a future that looks very different? What are they doing to get ready for

*See handout for additional details

INNOVATION BEST PRACTICE EXAMPLES

Metro's role in regional, integrated network (new technology and services) and role with private providers

Potential Best Practices*	Impact
Pinellas Suncoast Transit Authority – Transit Dependent Late Shift (Pinellas County, FL)	✓✓
MBTA - On-Demand Paratransit Pilot Project (Boston, MA)	✓✓
Metro Community Connections (King County, WA)	✓✓
SFMTA and SFCTA Guiding Principles for Emerging Mobility Services and Technologies (San Francisco, CA)	✓✓✓
Capital Metro's Pickup Service (Austin, TX)	✓✓
Allegheny County Port Authority Bike Share Partnership (Pittsburgh, PA)	✓✓
LA Metro Office of Extraordinary Innovation (Los Angeles, CA)	✓✓✓
TriMet Mobility On Demand Sandbox Trip Planner App (Portland, OR)	✓✓
Austin Smart Mobility Roadmap (Austin, TX)	✓✓

*See handout for additional details



High Impact



Medium Impact



Low Impact

INNOVATION BEST PRACTICE

Guiding Principles for Emerging Mobility Services and Technologies (San Francisco, CA)

Equity Cabinet question: How can Metro influence partners to help deliver excellent, integrated services?

Description

- San Francisco Municipal Transportation Agency and San Francisco County Transportation Authority adopted 10 guiding principles to help evaluate new mobility services and technologies
- Includes equitable access component

Impact

- When service providers do not meet guiding principles, agencies can:
 - Work with them to address the problem, OR
 - Limit the provider's access to city right-of-way and other resources

Collaboration



Safety



Transit



Congestion



Sustainability



Equitable Access



Accountability



Labor



Disabled Access



Financial Impact



THEME 4: WORKFORCE*

Metro's role with Metro and contractor employees and influence on treatment of private providers' workforce



Guiding Principles

- Support our workforce



Research Questions

1. What transit agencies, cities, or other public entities are leading in creating more inclusive workplaces? How are agencies providing pathways to growth and promotional opportunities, especially from blue collar to white collar jobs?
2. What are agencies and cities doing to set parameters for how workers are treated? Is anyone having success bossing Uber/Lyft/others into living wages or other workforce supports?

*See handout for additional details

WORKFORCE BEST PRACTICE EXAMPLES

Metro’s role with Metro and contractor employees and influence on treatment of private providers’ workforce

Potential Best Practices*	Impact
Los Angeles Vision Zero: Dignity-Infused Community Engagement Strategy (Los Angeles, CA)	✓✓
New Orleans Regional Transportation Authority Strategic Mobility Plan	✓✓
City of Seattle \$15 Minimum Wage	✓

*See handout for additional details

WORKFORCE BEST PRACTICE

Los Angeles Vision Zero: Dignity-Infused Community Engagement Strategy (Los Angeles, CA)

Equity Cabinet question: How can we reach priority populations for job recruitment and retention?

Description

- Strategy to center community members in the planning process.
- Seeks to “heal and atone” for negative impacts of systems and practice in Los Angeles and the field of transportation planning
- Recruit Street Team members directly from the community



Impact

- Creates paid opportunities for:
 - People experiencing homelessness
 - Young people transitioning out of foster care
 - Survivors of gender-based violence
 - Veterans
 - Aging adults
 - Those experiencing other barriers to employment and includes access to employment resources.
- Provides access to employment resources

THEME 5: ENGAGEMENT*

Metro's policies for how it engages with the community regarding mobility investments



Guiding Principles

- Engage deliberately and transparently



Research Questions

1. What transit agencies and cities are pushing new models for shared decision making, co-creation, and engagement?
2. What agencies and cities (and others) are using tools and techniques that help to invite new voices to the conversation? What are people doing to reach a broad audience?

*See handout for additional details

ENGAGEMENT BEST PRACTICE EXAMPLES

Metro's policies for how it engages with the community regarding mobility investments

Potential Best Practices*	Impact
Metro Transit Transit Assistance Program (Minneapolis-St. Paul, MN)	✓✓
LA Metro Equity Platform (Los Angeles, CA)	✓✓✓
City of Seattle Public Outreach Liaison Program (Seattle, WA)	✓✓
Mobility Equity Framework (Greenlining Institute)	✓✓✓
Equity-Centered Community Design Field Guide (Creative Reaction Lab)	✓✓✓
Community Engagement Toolkit (Public Health Seattle-King County, Futurewise, OneAmerica, El Centro De La Raza)	✓✓✓
Metro Transit/Porchlight (Community Based Organization) Partnership (Madison, WI)	✓
Mobility ATX Online Voting Tool (Austin, TX)	✓
San Francisco Public Utilities Commission Social Impacts Partnerships (San Francisco, CA)	✓✓

*See handout for additional details



High Impact



Medium Impact



Low Impact

ENGAGEMENT BEST PRACTICE

Mobility Equity Framework (Greenlining Institute)

Equity Cabinet question: How can we demonstrate openness to shared decision-making and co-creation?

Description

- Addresses structural inequities through adaptable, customizable process
- Elevates social equity and community power in transportation planning and decision making

Impact

- Used in San Francisco's District 10, an historic but rapidly gentrifying area of the city
- Community and agency co-created 10 proposals for innovative, equitable transportation options
- San Francisco Board of Supervisors approved proposals unanimously in December 2018.

ENVIRONMENTAL EQUITY MARCH 2018

MOBILITY EQUITY FRAMEWORK

HOW TO MAKE TRANSPORTATION WORK FOR PEOPLE

Authors

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FORMING RECOMMENDATIONS

MOBILITY FRAMEWORK RECOMMENDATIONS

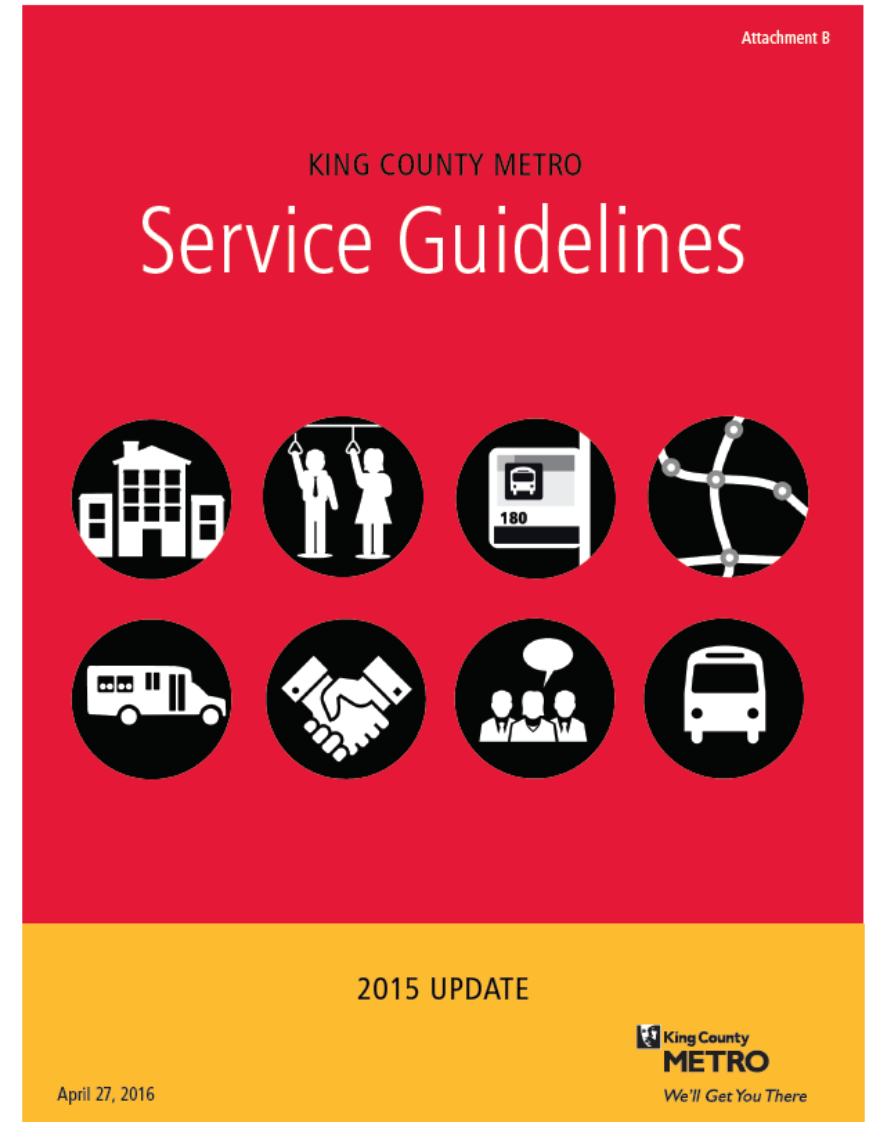
- Identify changes or updates to policies, plans, and approaches
- Consider what Metro can control and what will require a partnership (or another lead)
- Stay high level, focusing changes to help implement the guiding principles



Revise the Service Guidelines to adjust for unmet need



Revise the Service Guidelines to add service in Kent



SUPPORTING INFORMATION

ANALYSIS



Travel Trends



Demographics



Best Practices

COMMUNITY INSIGHT



Lived Experiences



Outreach Findings



Your Expertise

PROJECT TEAM



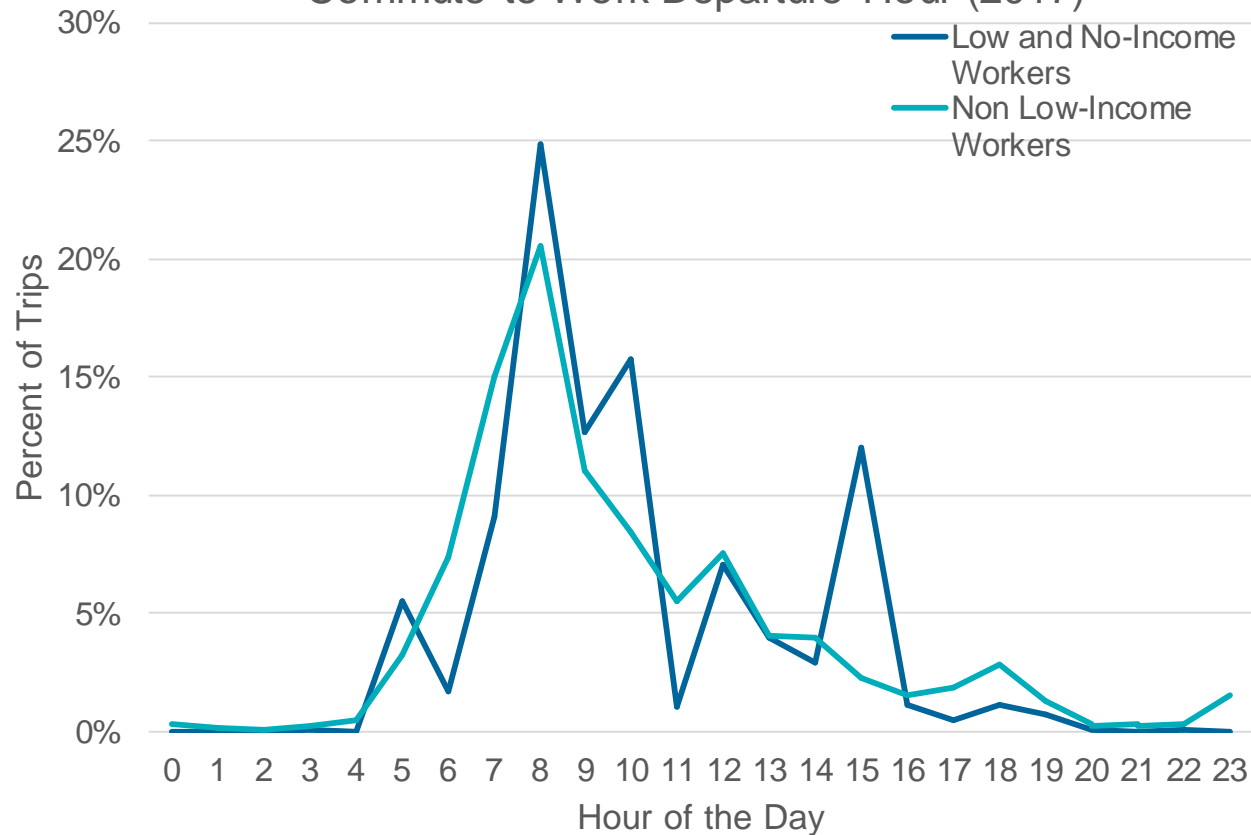
Metro Staff



Consultant Team

ONE EXAMPLE: INVESTMENTS

Commute to Work Departure Hour (2017)



TRAVEL TREND: Low- and no-income workers' commute travel is spread throughout the day



You work late.



We do, too.



BEST PRACTICE: Late night service pilot in Boston

ONE EXAMPLE: INVESTMENTS



OUTREACH: People are asking for more service during the middle of the day

RECOMMENDATION

Develop a pilot program to increase midday service to connect lower-income areas of the county with shift jobs.

THANK YOU!



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Guiding Principles



Themes



**Key Equity
Cabinet Questions**



Research Questions



**BEST
PRACTICES**

